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[35]

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BIRTH.

On the 26th March, 1901, at Boone Road,
Shanghai, the wife of JOSEPH HOLTON BOON, of a
son.

DEATH.

At 25, Nanjing Road, Shanghai, on the 27th
March, 1901, ANNABELLA SLESSAR, widow of the
late Capt. Joseph Slessar, Indo-China Steam
Navigation Co., aged 43 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st April, 1901

Kowloon is once more waterless for the
greater part of the day. In the *Government*
Gazette of Saturday, the 30th ult., there
appeared a notification to the effect that,
owing to the scarcity of water, the supply
in the public mains in Kowloon Peninsula
will be turned on from 6 a.m. to 9 a.m.
and from 4 p.m. to 8 p.m. only, until further
notice. That is to say, for seven hours in
the day it will be possible for Kowloon
residents to obtain water; for the rest they
must depend on what they have drawn
during these hours. There is nothing new
in this experience for Kowloon. It is an
annual occurrence, with the only variations
that in some years the supply is cut off
earlier than in others and that the hours of
supply are not always the same. But the
unpleasantness is invariably there, and the
scarcity of water generally begins when the
Colony is threatened with an epidemic. The
ever-present possibility of a combined water-
famine and outbreak of serious illness
detracts most seriously from the eligibility
of Kowloon as a residential quarter for
Europeans, and it is therefore urgent for
the authorities to make every effort to ren-
der the water supply sufficient to meet the
demands on it. Short-sightedness in the past
and the general dilatoriness which marks
so many Government undertakings have
produced a state of affairs discreditable
to Hongkong, to put an end to which

every reasonable endeavour must be made.
In official reports Kowloon is promised
500,000 gallons of water a day in 1904-5.
Recently Mr. LAWRENCE GIBBS estimated
413,000 gallons a day to be the quantity at
present necessary, though the temporary
works now in progress will only bring the
minimum dry weather allowance up to
300,000 gallons, which plainly is little
enough, even if it compares favourably with
the actual supply of to-day. It is no doubt
useless to attempt to hasten the new works,
and Kowloon must therefore exist as best
it can, with occasional water-famines.
We do, however, hope that the authorities,
in view of the rapid growth of Kowloon,
will consider well the advisability of in-
creasing the supply which is to be available
in 1904-5. If in the opinion of an expert
413,000 gallons a day is necessary now, it is
improbable that 500,000 gallons will suffice
even in three or four years' time, and they
certainly will not in the future, unless
something occurs to check the expansion of
this Colony on the mainland. The present
is the time at which to atone for the short-
sightedness of the past, where possible,
and every fresh scarcity of water, such as
that now existing, emphasises this fact.

Mr. P. P. J. Wodehouse has been appointed
Assistant Superintendent of Police.

Captain M. W. Slade, Hongkong Volunteer
Corps, has been granted seven months' leave of
absence.

Next Monday, Easter Monday, will be ob-
served as a holiday in the Government De-
partments.

The water supply of Kowloon is now cut off
except from 6 a.m. to 9 a.m. and from 4 p.m. to
8 p.m. daily.

Mr. W. Chatham, Acting Director of Public
Works, has been appointed President of the
Sanitary Board. H.E. the Governor has ac-
cepted the resignations of Mr. J. Mackie and
Dr. W. Hartigan as members of the Board. An
election by the ratepayers of two new members
will take place on Monday, the 15th inst.

Inspector Duncan, whose departure for home
by the P. & O. s.s. *Plancy* was recorded in our
columns on Saturday, had an enthusiastic send-
off, quite a hundred friends accompanying him
to the liner in a private launch, which steamed
twice round the *Plancy* before finally making
for the wharf.

On Saturday night at the Theatre Royal
the Dallas Company gave their last perfor-
mance of *The Geisha*, drawing a very good house.
To-night and to-morrow night will be seen *The*
Revolution Girl, a play of much merit in its
class, which had a long run at the Gaiety
Theatre in London, and with which we have
already some acquaintance in Hongkong.

The appointments are notified in the *Gazette*
of Mr. Sercombe Smith to be Acting Colonial
Secretary, during the absence from illness of
the Hon. J. H. Stewart Lockhart, C.M.G.; of
Mr. H. E. Pollock, K.C., to be Acting Attorney
General, during the absence of the Hon. W. M.
Goodman; and of Mr. B. E. Hanson to be
Acting Local Auditor, during the absence of
Mr. H. C. Nicolle.

Mr. Erich Georg says in his Weekly Share
List dated Saturday, 30th March:—A very fair
business has been transacted during the week
under review, and the general tendency has
been towards higher rates. To-day's settle-
ments, although very heavy, are expected to
pass off well, and it is generally expected that
the next month will witness a further rise in
the gilt-edged stocks.

A private in the Royal Welsh Fusiliers was
arrested late on Saturday night for attempted
robbery at the Hongkong Hotel. He was found
in one of the rooms by its occupant, who
returned unexpectedly. The prisoner broke
away from P. C. 92, who arrested him, on his
way to the Central Police Station, but was
recaptured after a short run. He will be
charged before the magistrate to-day.

The Hongkong High-Level Tramways Com-
pany have now made considerable alterations
in their tram-service, as will be seen from
the new time-table now appearing on our front
page. It will be noted that the travelling pub-
lic now have no less than seven extra cars on
week days and twelve extra on Sundays—a very
great improvement, which will be much ap-
preciated both by dwellers on the Peak and by
visitors thereto. The Company has done a great
service to the public by this addition to travel-
ling facilities.

An outbreak of fire occurred in a pawn-shop
at 185, Queen's Road Central, at half-past nine
yesterday morning. It was confined to its place
of origin, the second floor, which was almost
completely burned out. The damage is not yet
known, but the premises are fully insured, the
Hamburg and Bremen Fire Insurance Com-
pany being involved to the extent of \$21,000,
and the London and Lancashire to the extent of
\$4,000—together \$25,000. At half-past one the
same afternoon the Central Fire Brigade again
turned out, this time to 181, Hollywood Road.
The alarm proved to be a false one.

The usual weekly prayer meeting of the
Hongkong Christian Union will be held this
evening at 5.15 in the City Hall. Dr. J. C.
Thomson will preside.

No direct news has been received in Shanghai
of the dismissal of Mr. McLeavy Brown from the
Commissionership of Customs in Corea,
which was announced by a Reuter's telegram
last week.

The Mother Superior of the Italian Convent
acknowledges the following sums gratefully
received lately:—

Mrs. Alford, from London \$100
Mr. Sin Tak Fan—given for prizes
for the children 25

From papers to hand by the last mail we
learn that Mr. H. L. Dennis, Crown solicitor,
practising in this colony, was married in Feb-
ruary in Aberdare, Wales, whilst home on
holiday, to Miss Maud Edwards, eldest daughter
of the late Mr. Richard Edwards, J. P. of
Fedwhir.

We call the attention of the numerous ama-
teur photographers in this Colony to an an-
nouncement in another column, wherein Mr.
Mee Cheung, the well-known local photographer,
reports the opening of a new department in the
interest of amateurs. It will be seen that
very special inducements are held out to Mr.
Mee Cheung's patrons.

The "bad-head disease," writes a correspon-
dent, is making great progress in Japan. This
is one of the epidemics which has not yet
favoured Hongkong with a visitation. The
disease (which comes originally from Formosa)
is literally what it is called—i.e. the victim
suddenly goes completely bald. Among the
sufferers in Japan is said to be the Vice-
President of the House of Representatives.

The N.C. Daily News says:—It is now de-
finitely arranged by the Foreign Office that Mr.
Conrad F. S. A. Bourne will be relieved alto-
gether of his Consular functions, and will devote
himself exclusively to the duties of Assistant
Judge of the Supreme Court, retaining his pre-
sent residence. Mr. Pittapio, who is now at
home on leave, has been recommended for the
post of Land Officer, and he will probably as-
sume the duties on his return to China.

The Hon. Treasurer of the Alice Memorial
and Netherdale Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—

Donations & Bowley \$25
W. G. Humphreys & Co. 25
Lamke & Rogge 25
Sir J. W. Carrington, Kt., C.M.G. .. 29
I. Bannerman 20
C. J. Gaup & Co. 20
Kraus & Co. 20
Lauts, Wegener & Co. 20
E. W. Rutter 10.

According to the P. & T. Times, the recently
executed Chi Chien, and Hsu Shen-yeh were
sent away from the Japanese quarter on the
day of their execution in full official dress, but
labelled on their backs with large yellow papers,
"Chi Chien, President Board of Ceremonies,
Boxer Chief," and "Hsu Shen-yeh, Vice Presi-
dent Board of Punishments, Boxer chief." They
were deprived of their official robes and hats
by the German soldiers when they reached the
execution ground, and are said to have
appeared almost in a state of collapse. About
twenty-five photographs were taken of the
execution.

The remains of the officers, non-commissioned
officers and men who fell in the defence and
relief of Peking, and were temporarily buried
in the British Legation grounds, were removed
to the Cemetery outside the South-west corner
of the Tartar City, Peking, on the 9th ult. The
12th Battery, R. F. A., provided gun-carriages
and wagons and one squadron of the 16th
Bengal Lancers escorted the remains to the
Cemetery, while the New South Wales Naval
Contingent provided a guard, and the Pipes of
the Baluchistan Regiment played a "Lament"
as the funeral cortege moved off. There was no
firing party, but every officer not on duty was
present and the ceremony is reported to have
been most imposing.

Considerable prominence has been given in
the Press both here and in other parts in the
Far East to an article which Mr. W. L. Alden
contributed to the *New York Times*, containing
certain allegations of a disparaging nature with
regard to the P. & O. Service; one contemporary
indeed recommended its readers to file the re-
marks for reference, without taking the trouble
to verify Mr. Alden's charges. With regard to
Mr. Alden's remark about the necessity of dress-
ing for dinner, which we quoted, with a query
last week, the fact of the case, as our readers can
easily ascertain, is that the P. & O. Company
has no regulation with regard to dressing for
dinner, which is purely optional. If the
majority of passengers do dress in the present
day it is simply because the custom of dressing
for dinner has become more general. The same
change is observable in hotels. Twenty years
ago travellers rarely troubled to dress for dinner
in hotels, now it is as customary as on board the
P. & O. vessels. It is purely a matter of
taste. To say that if a passenger did not wear
evening dress at dinner on a P. & O. vessel he
would "very soon receive a note from the
steward, calling his attention to the fact that
evening dress is expected of every one" is as
absurd as it is untrue. There are some remarks
in Mr. Alden's article about bilge-keels which
are equally ridiculous and inaccurate, for both
the *Subroon* and *Plancy*, which have just left
the harbour, are fitted with these keels. The
older class, both of the German and English
steamers, were built with keels, and bilge-keels
would therefore be superfluous, but the more
modern type of steamers, besides having tre-
mendous superstructure, are built without keels
and it is consequently usual to fit them with
bilge-keels. Mr. Alden has simply blundered.

The *Jiji* publishes a telegram from Baselo to
the effect that the manoeuvres of the Japanese
standing squadron, which were to be held on
or about the 10th ult., have been postponed un-
til this month.

American society is excited over the engage-
ment of Lieut. Dougherty, of the United States
17th Regiment, who served with distinction dur-
ing the war with Spain. That officer has chosen
as wife a Chinese lady, a daughter of Mr. Ah
Fong, a wealthy merchant of Hawaii.

The *Hickling*, which arrived yesterday from
coast ports, reports the Russian cruiser
Mandjour at Foochow on the 28th ult., the
French cruiser *Descartes*, Japanese cruiser *Takao*
and Russian gunboat *Zabijaka* at Amoy on the
29th, and the German cruiser *Seeadler* at
Swatow on the 30th.

The New York Yacht Club has advised the
secretary of the Royal Ulster Yacht Club that
all Sir Thomas Lipton's requests as to change
of conditions in the sailing of the American-
Cup would be allowed save one, which refers to
the flying start, which is not granted. The
Shamrock is to be allowed three weeks to sail
after her arrival in New York; but the New
York Yacht Club insists that the first race
shall be sailed on 5th August, which is only a
week later than the date originally mentioned.
With regard to Sir Thomas Lipton's request
that the rival yachts shall be measured in the
Brooklyn Navy yard, the New York Yacht
Club intimates that they will do all in their
power to secure a dock.

The following notes are from the *Foochow*
Echo of the 16th ult.—The rain, which fields
and gardens alike have so greatly needed, has
come at last, and the weather generally is mil-
dior. The change took place last Sunday, the
temperature during that day being as high as
83 degrees, while the night closed cold and wild,
with rain. It is generally hoped that this may
clear the atmosphere and rid us of influenza
and all consequent ills—A pleasant afternoon
was spent on the Recreation Ground last Wed-
nesday which happily kept fine. A handsome
prize was presented and competed for in an
American Tennis Tournament. Half a dozen
couples took part and after a long and hard
fought fight the prize was won by Miss Moore-
head and Mr. Howell—We understand that a
visit is shortly expected from the Bishop of
Victoria.

The *Universal Gazette* states that Russia has
allowed China to effect a compromise, so that
the treaty was not signed on 25th March as
originally announced in its columns. Although
the Viceroy and Governors of all the provinces
are opposing it with all their might, yet a cer-
tain minister is still more urgent that the thing
must be done. Chang Chi-tung has wired to
ascertain whether the telegrams of protest from
Shanghai really emanated from the public meet-
ing. He desires official assurance that it is so.
A Nanking friend tells the same paper that two
changes have been made in the first treaty, viz.
the 5th clause formerly read: "Chinese officials
who fail in their duty will be liable to cashier-
ing at the instance of Russia." "Cashiering"
is changed to "removal to another post." The
8th clause originally read: "The mines and
railways in Manchuria, Mongolia New Dom-
inion and Kashgaria shall be entirely in Russian
control." This is altered by the omission of the
words "New Dominion and Kashgaria."

The home papers of the end of February
contain interesting reports of the trial at Devon-
port, by general court-martial, of Captain
George Spencer Sciffe, D.S.O., 4th Border
Regiment, for desertion and disobedience.
From the facts as adduced at the court-martial,
it appears that on 7th September Captain
Sciffe, whose leave had been cancelled because
he declined to pay his mess-bill, absented him-
self from duty, and on a communication being
sent to him asking for his reasons in writing
for this step, he replied that he declined doing
any further duty whilst his pay was withheld.
When arrested by Major Burgess, 3rd Gloucester
Regiment, at Plymouth, on 1st January,
Captain Sciffe declined to accompany that
officer to Devonport, stating that as he had not
received his pay, he did not consider himself
amenable to military law. Captain Sciffe held
the West African medal, with clasp, for Benin
River, 1894, in the operations connected with
which expedition he also gained the D.S.O.
The Court found him guilty as charged, and
the proceedings were forwarded to the Judge-
Advocate-General (Sir E. Jenner) for con-
firmation.

Mr. Angus Hamilton, correspondent of the
Pail Mail Gazette, in a letter from Kalgan at
the end of November, writes as follows con-
cerning the unfortunate Captain Watts-Jones.
RE.—It appears that when his companion,
J. Grant Birch, lost his life in the Yellow River
by the upsetting of the raft, Captain Watts-
Jones, with unnecessary obstinacy and foolhardi-
ness, continued his journey of exploration and
survey by working round from the scene of the
accident to Kwei-hua-Cheng, a town upon the
Mongolian border, eight marches N.N.E. from
Kalgan. Throughout this unnecessary exten-
sion of his journey the intrepid traveller was
often besought to return, and was advised by
the missionaries through whose centres he passed
that any further advance at such a moment
would be fatal. Captain Watts-Jones, however,
would accept no advice, and would take no heed
of the warnings which were so repeatedly be-
stowed upon him. As he pressed onwards, the
country became more and more disturbed, and
his progress more difficult. Nevertheless,
by extraordinary good fortune, the plucky
officer met with no further misfortunes until he
chanced to meet at Kwei-hua-Cheng En-Shin,
the infamous Governor of Shanai, who not only
refused to assist him, but directly connived at
and contrived his murder.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 31st March, 7.58 p.m.

MANCHURIAN CONVENTION—GOOD NEWS FROM HSIAO.

A despatch from a reliable source at
Hsiaofu announces the early issue of an
Imperial Decree stating that the Emperor
firmly refuses to ratify the Manchurian
Convention.

RUSSIA'S HARMLESS SCHEME!

A Tokyo despatch reports that Russia
has assured Japan that the Convention is
harmless to China and immaterial to Japan.

C. M. S. CLAIMS SATISFIED

IN CHEKIANG.
The Church Missionary Society's claims
in Chekiang Province have been settled in a
favourable manner.

GENERAL NEWS.

LONDON, 30th March, 8.30 p.m.

THE UNIVERSITY BOAT-RACE.

Oxford has won the University Boat-race
by a few feet.

SHIPBUILDING CRISIS ON THE CLYDE.

The Clyde shipbuilding trade is depressed.
3,000 of Fairfield's men are out on strike.

REUTER'S SERVICE.

LONDON, 28th March.

DEPARTURE OF A JAPANESE CRUISER FROM ENGLAND.

The *Daily Chronicle* announces that the
Japanese cruiser *Yatsu* left Devonport in haste
for the Far East after having shipped only a
portion of her ammunition.

LONDON, 28th March.

THE POWERS IN CHINA.

Lord Lansdowne in the House of Lords stated
that he was unable to pass a final opinion on the
Manchurian Agreement, but he would not
unreservedly criticise an arrangement in the nature of
a *modus vivendi*. He reiterated that it was ad-
visable China should, while negotiating with
the Powers, enter into any private arrangement.

LONDON, 29th March.

THE ANGLO-GERMAN AGREEMENT AND MANCHURIA.

Lord Lansdowne speaking in the House of
Lords said that by the second clause of the
Anglo-German agreement, Great Britain and
Germany undertook to maintain the integrity of
China and the Government considered the clause
applied to the whole Empire, including Man-
churia.

OXFORD AND CAMBRIDGE DINNER.

In the private dining-room of the Hongkong
Hotel on Saturday night 37 members of the
Universities of Oxford and Cambridge
at present in the Colony and its neigh-
bourhood met, on the occasion of the Inter-
University Boat-race, after the fashion set last
year. It is hoped that the affair can be
made an annual one, and the fact that
thirteen more were present this year than
last should encourage this hope. As was
the case last year, the Rt. Rev. the Bishop
of Victoria was Chairman, and Sir John
W. Carrington, C.M.G., Vice-Chairman. After
the dinner and the drinking of the King's
health, the Chairman gave the toast of the
evening, *Amice Matres*, which was received
with great loyalty. Speeches by the Vice-
Chairman and others followed, alternating with
songs, which continued until the approach of
midnight brought the affair to a close. The
news of Oxford's victory did not arrive in time
for the dinner. It may be noted that no less
than eleven of the guests came from ships of
His Majesty's fleet now in Harbour, and that
there were twenty representatives of Cambridge
to seventeen of Oxford. The full list of guests
is as follows:—

Rt. Rev. Bishop of Victoria (Trinity, O.),
Chairman; Sir John Carrington (Lincoln, O.);
Messrs. G. H. Ardron (Gains, C.), F. J. Bodeley
(Jesus, C.), T. H. Batchelor (Worcester, O.),
Bilderbeck (St. Catherine's, C.), F. H. B.
Brayne (Trinity, C.), Rev. G. A. Banbury
(Oriel, O.), C. Clement (Magdalen, O.), Curdie
(Peterhouse, O.), (Rev.) J. Datham (Cambridge,
C.), E. W. Fitch (Christ's, C.), E. W. Goldring
(Trinity, O.), H. H. J. Gomperts (Exeter, O.),
(Rev.) E. H. Good (Brissonoe, O.), A. W. Grant
(Pembroke, C.), (Rev.) J. B. Hall (Emmanuel,
C.), E. B. Hallifax (Balliol, O.), J. Hays
(Christ's, C.), J. D. Howkins (Trinity, O.),
R. F. Johnston (Magdalen, O.), J. W. Norton-
Kyshe (Downing, C.), (Rev.) M. Longbridge
(Trinity, C.), C. A. D. Melbourne (Trinity
Hall, C.), C. Mc. Masser (Emmanuel, C.),
(Rev.) A. B. Price (Queen's, C.), O. G.
Ready (Jesus, C.), J. R. Roese (Christchurch,
C.), (Rev.) Robertson (Exeter, O.), P. W. Ser-
gent (Trinity, O.), E. H. Sharp (Lincoln, O.),
H. W. Slade (New College, O.), (Rev.) E. H.
Smith (Peterhouse, C.), T. B. Clarke Thornhill
(Merton, O.), (Dr.) H. Townsend (Clare, C.),
W. O. On (Christchurch, O.), and J. E. Wood
(Jesus, C.)

FOOTBALL.

SCOTLAND v. THE WORLD.

What was practically the closest match of
the season took place on Saturday, when that
greatly-looked-forward-to international event,
Scotland v. The World, came off. Much time
and care had been expended in the selection of
the teams, and both consequently were thor-
oughly representative, though of course neither
were not looking at to their composition. A
great number of spectators were present, and
the stand, as at the first for the Shield, was
crowded. The following players lined up when
the whistle was sounded:—

The World (white) — Goal — Field
(Sligo Train); backs — O'Brien (Sligo Train),
and Thornhill (B.E.); half-backs — Jenkins
(H.K.A.F.C.), Parnall (B.W.F.), and Howard
(H.K.A.F.C.); forwards — Gittings (Sligo
Train), Cleve (Sligo Train), Jones (H.K.A.F.C.),
Noble (H.K.A.F.C.), and Bond (Sligo Train).
Scotland (green) — white badge — Goal —
Hogben (B.A.); backs — Smart (B.W.F.) and Mc-
Murray (B.A.); half-backs — Roberts (B.W.F.),
Bonnie (H.K.A.F.C.), and Noel (Sligo
Train); forwards — Bell (B.A.), Captain Tulloch
(H.K.A.F.C.), Philon (Sligo Train), Ross
(Butterfield & Swire), and Duncany
(B.W.F.).

Scotland opened the game, facing the west
goal, but the first attack came from The
World. Smart was on the alert and deflected
cleverly. Play was taken up briskly by the
forwards and the ball carried up to within
twenty yards of Field. A hard shot came
from the right wing, but Ross failed to re-
direct the ball, which was traversing the
World's goal, and it found the back of the
net. Two minutes later the Scottish goal was
being bombarded, and Hogben was somewhat
lucky in saving an unintentional overhead kick
from one of his own side. Scotland's only
right capture and made a dash along the wing,
effectually clearing his territory of the opposing
eleven. He appeared to be winded and shot
feebly. Field allowing the ball to run over.
The game in its opening stages was slow,
and ten minutes went past without anything
remarkable in the way of play having been
witnessed. Scotland was first to alter this
aspect of affairs. Philon took charge in his
own territory, and after an exhibition of
that tricky work he is so skilful at, passed to
Tulloch. The latter covered as much ground
as he was allowed to, and returned the ball to
Philon. From Philon it went to Ross, and then
over to Bell, who picked up ground on the
wing and centred. Philon, however, dis-
inclined to exertion, and allowed the pass to be
taken up by the other side, who in turn con-
verged towards Hogben's charge. McMurray
accounted only for the ball, however, and
centred. Bonnie got the ball at his feet and
after a sharp run made a run over to open
the scoring, apparently distinguished by a
task to the forwards. Though well placed, the
shot was easily saved by Field. Bond next
was so far successful as to gain a corner, which
finally went over the bar. Scotland in the
first half had any advantage that was going,
and would possibly have scored playing against
any other custodian than Field, who got some-
what to do than Hogben. Bonnie and McMurray
showed up exceedingly well and fed amply a
rather ungrateful, because too easy-going, line of
forwards. The defences tried out the right wing,
however, by giving it practically everything to
do. On The World's side, Gittings and
Bond played a good game, the former gaining
special applause on one occasion by his suc-
cess in keeping the ball in play when the latter
was almost over Scotland's boundary line.
Neither side had scored at half-time.

Crossing over, The World made the first
serious encroachment, but got no farther than
Bonnie. The rebound proved to be only tempo-
rary, but in this and Hogben did not, and it ne-
cessary to handle the ball, which went hara-
ssedly past. Give-and-take play followed the goal kick,
but eventually the Scottish side were again
forced to act on the defensive. Bond sent in
a beauty from near the corner flag, and drop-
ped the ball in front of Hogben. Gittings
played it, but there was a really splendid
chance by hitting the leather over the bar. Re-
ceiving a nasty present, McMurray sent the
ball well out. It was taken up by the outside
right, who covered round quickly and shot.
Ross rushed to take Field, but the ball struck
the side of the net. Captain Jones re-
turned a hard shot from Gittings, and the
ball was played in centre. At this point
the referee gave a foul against Bonnie,
but for what reason was not very clear. (The
World's forwards followed up their advantage,
and a telling shot was sent in. Hogben was
equal to the situation, and returned the ball,
which was played towards Field. O'Brien
easily stopped, and took the ball into Scotland's
territory. Bond took the pass, and got behind
the backs with the ball at his feet. Hogben
ran out, but slipped in tackling and fell just as
Bond kicked for goal. The ball was right
across an absolutely open goal, and with the
line before Bond could overtake it. The goal
appeared so sure that the other forwards had
lung back, probably not deeming it necessary
to follow up, thus the chance was missed. A
few minutes later Bonnie gave away a free
kick by an illegal charge, and in a hard
scrimmage at goal McMurray was forced
to concede a corner, which proved to be the best
thing possible, as the ball was extremely near
over the line. Philon took charge from the
goal kick, but was selfish with the ball, and
sacrificed the interests of his side to his ambi-
tion for exhibition play. As a result, Scotland
very rarely got past the half-backs of backs.
On neither side, however, was play as good as
it might have been, and full time came without
a goal having been scored.

TO LET.

THAT COMMODIOUS and Beautifully Situated
Residence at the PEAK, THE EYRIE.
For Particulars, apply to—
B. C. WILCOX,
8, Beaconfield Avenue,
Hongkong, 14th March, 1901. [739]

TO LET.

With Immediate Possession.
No. 9, SEYMOUR ROAD.
Apply to—
S. B. [740]

TO LET.

NO. 3, GOMES VILLAS, DES VEXUS
ROAD, KOWLOON.
Apply to—
L. [741]

TO LET.

NO. 1, KNITSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th March, 1901. [742]

TO LET.

HOUSE AT MOUNT KELLETTS SPUR,
now in occupation of H. MATTHEWSON.
Apply to—
L. [743]

TO LET.

TWO, very spacious, and well ventilated
TWO-STORY EUROPEAN RESI-
DENCES with Gardens and Tennis
Lawns, each containing 6 Rooms, Bar-
rooms, and Outbuildings, in MACDONNELL
ROAD, on Island No. 1506.
Apply to—
T. [744]

TO LET.

NO. 18, QUEEN STREET, HONGKONG.
Apply to—
T. [745]

TO LET.

NO. 1, MORRISON HILL,
Apply to—
G. C. ANDERSON,
100, Des Vexus Road,
Hongkong, 14th March, 1901. [746]

TO LET.

TWO SPACIOUS GODOWNS, with
Upper Floors for Dry Goods, Nos. 1
and 2, facing the Sea, and situated at H. L.
CHEN'S BAY on M. Lot 243.
Apply to—
J. [747]

TO LET.

A HOUSE in RIVER TERRACE,
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 18th March, 1901. [748]

TO LET.

OFFICES TO LET.
2ND FLOOR, at the [749]

TO LET.

6 ROOMED HOUSE from 1st May
Apply to—
H. [750]

TO LET.

RICHMOND TERRACE, Nos. 2 & 5.
Apply to—
L. [751]

TO LET.

NO. 1, SWEET TERRACE,
Apply to—
J. [752]

TO LET.

TWO ROOMS, Corner of Queen's Road
Central and Lee Home Lane, Suitable
for Living Rooms or Office, Early Furnished.
May be rented together or separately.
Apply to—
J. [753]

TO LET.

BOARD AND RESIDENCE.
MRS. GILLANDERS
[754]

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATTHEWSON,
2, Pender's Hill,
Hongkong, 1st January, 1899. [755]

TO LET.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFERY
[756]

TO LET.

SHIP CHANDLERS, SALT MACHINES,
GENERAL STORES, etc.,
No. 11, LEE YEE STREET, 547,
Hongkong, 25th July, 1900. [757]

PUBLIC COMPANIES.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**WARRANTS for the FINAL DIVI-
DEND for the year 1900, Declared**
This Day, will be ready for delivery to Share-
holders at the offices of the Company on Ap-
plication from THURSDAY, the 28th instant.
JARDINE, MATTHEWSON & CO.,
General Agents.
Hongkong, 27th March, 1901. [857]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING
COMPANY, LIMITED.

**NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING**
of THE GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LIMITED, will be held at
the Offices of the General Agents, No. 14, Des
Vexus Road, on WEDNESDAY, the 3rd April,
1901, at NOON, for the purpose of considering,
and if thought fit, passing the following resolu-
tion, that is to say:—
"That the Company be wound up Voluntarily
and that Mr. Henderson, the business man-
ager of the Company in New South Wales, be
and he is hereby appointed liquidator for the
purpose of such winding up."
Should the above resolution be passed by the
regulate majority, it will be submitted for con-
firmation as a special resolution to a second Ex-
traordinary General Meeting, which will be
subsequently convened.
By Order of the Board of Directors.
LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 26th March, 1901. [854]

THE PUNJON MINING COMPANY,
LIMITED.

**NOTICE is hereby given that the FOURTH
ORDINARY GENERAL MEETING**
of SHAREHOLDERS in the above Company
will be held at the Office of the Company, 14,
Des Vexus Road Central, on SATURDAY,
the 6th April, 1901, at NOON, for the purpose
of receiving the Report of the Directors and
the Statement of Accounts to the 31st Decem-
ber, 1900, and for the election of Directors and
Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 30th March to the
6th April, both days inclusive.
By Order of the Board of Directors.
W. H. GASKELL,
Secretary.
Hongkong, 26th March, 1901. [862]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE SHARE CERTIFICATE NO. 3117
for One Hundred Shares NUMBERED
70,001/70,002 inclusive, standing in the Register
in the name of HO YAT SANG, of Hongkong,
having been LOST, Notice is hereby given that
unless the said Certificate be produced at the
Office of the Company, 38 and 40, Queen's Road
Central, Victoria, Hongkong, on or before the
8th day of April, 1901, a New Certificate for the
said Shares will be issued and the Old Certifi-
cate will thereafter be held by the Company as
null and void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th March, 1901. [861]

THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

**THE SECOND ORDINARY YEARLY
MEETING of SHAREHOLDERS**
in the above Company will be held at the Office
of the Company, No. 4, Queen's Buildings, on
SATURDAY, the 13th day of April, at
12 O'CLOCK (NOON), to receive a Statement of
Accounts to the 31st December, 1900, and the
Report of the Manager and Consulting Commis-
sioners, and to Elect a Consulting Committee
and Auditor.
The TRANSFER BOOKS of the Company
will be CLOSED from the 30th March to the
13th April, both days inclusive.
J. WHEELEY,
Manager.
Hongkong, 27th March, 1901. [874]

TACK CHONG LOONG,
NAVY & MILITARY TAILOR.

DRAPER AND OUTFITTER.

CARMENTS made by hand; guaranteed
perfect fit. Hats, Shirts, Socks, Silk
Handkerchiefs, Boots, Shoes, etc., for Sale.
New and Fine Fashionable Goods. Prices very
moderate.
No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2682]

BOMBAY-BURMA TRADING COM-
PANY, LIMITED.

BANGKOK AND RANGOON.

**TRAK SQUARES, PLANKS, BOARDS AND SCANT-
LINGS, PLANKS, TONGUED, AND GROOVED**
BOARDS, FOR FLOORING, CEILING, WALLING,
AND TRAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATTHEWSON & CO.,
Hongkong, 3rd May, 1895. [278]

NOT RESPONSIBLE FOR DEBTS.

WITH This Day Mr. E. JOCKERS
CEASED to be a CLERK at our Office,
and we don't hold ourselves RESPONSIBLE
for any DEBT incurred by him.
NORDDDEUTSCHER LLOYD,
Superintendent's Office,
3, Queen's Building,
Hongkong, 18th March, 1901. [780]

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the Banque De L'Indo
China and which said Notes are expressed on
the face thereof to be payable at the Branch
Office of the said Banque in Saigon, the num-
bers of which said Notes are as follows:—
Series V 491 to 1,000 of \$1 (One dollar) each
Series Z 491 to 1,000 of \$1 (One dollar) each
The Public are hereby CAUTIONED
against purchasing or dealing in any way with
such Notes, as the Banque De L'Indo China
accepts no liability for the same.
By Order of the Chief Manager in Saigon.
For the Banque De L'Indo China.
L. BERINDOAGUE,
Acting Manager.
Hongkong, 26th February, 1901. [901]

DAVID CORSE & SON'S
MERCHANT NAVYNAVY BUILT
LONG PLANK
RELIABLE CROWN
TARRETTING

ARNOLD KARBURG & CO.,
Sole Agents.
[9100]

OUR PARIS LETTER.

Paris, 2nd March.

The French Press—the expert journals prob-
ably excluded—give themselves unnecessary
trouble lamenting over the several break-downs
of the British army in South Africa. True, much
inefficiency and incompetency have been dis-
played on the part of the officers, who were really
injured, not benefited, by their military studies at
the professional colleges. The British admit
that to be a fine bill. And it is equally true
that the evil is in a fair way of being extirpated.
But the British army had to encounter a foe
that no European tactics could at first cope
with. He declined to come to close quarters,
and decamped the moment he had no shelter.
But the British for all that never committed the
blunders that the French did in their war with
Germany. The French army has since been
re-organised on German lines; the British are
now occupied re-organising their legions prop-
ortionately to their vast Empire. England
will democratise it a good deal; her new
officers will have to work, not lounge about, and
be taught to sympathise more with their men.
That is in part a social question for England,
although in the French cavalry there is quite
as much side and amateur to be found as in the
British army. Some faults the British officer
never commits; they have no Dreyfusism, they
never murder their commander, as Captain
Chamoin did Colonel Klebs, to become a
Napoleon. At Tonkin-Langson, &c., the French
had enough to do in astonishing the natives,
and the bungling Madagascar
campaign, organised by General Mercier,
et War Minister, points a moral and utters a
tale. He only wants £120,000 to capture the
British Empire. He paid as much for English
ships to transport French troops to Madagascar.
He ought to study how England sends
250,000 men to Africa. Professional writers
on military matters do not expect that the
gorilla warfare in South Africa will endure
very long if General Kitchener be well re-
inforced with mounted men—so as to give the
rebels no time to rest, or obtain recruits.
Starve them in horses, food, ammunition, and
in men, then ride them down. It is none the
less curious that the Boers can always out-ride
the British, and that the set traps never shut
in the desired quarry. It was good luck to dis-
cover the "gentle brother Boer" obtaining
fraudulent receipts from the commissaries for
fictitious seizure of supplies, and then duping
by professions of loyalty, the British officer
when he came round for compensation for loss,
and obtaining an order at sight for the amount.
The Anti-Congregation Bill has not yet re-
ached the dynamic clauses, fixing the succession
duty to be levied on those religious orders
that have established themselves in violation
of the law. A fossilised royalist deputy, Baron
Reille, having accused the Republicans of hav-
ing murdered Louis XVI., caused 600 deputies
to jump to their feet ready to tear him to
pieces. The King swore he would not try to
escape, nor write to the Russians and Austrians
to come and liberate him. He broke both prom-
ises, so lost his head. Charles I. was afflicted
with a bad memory also. The French dis-
secting the fraternal greetings between Edward
VII. and the Kaiser, conclude it is all a farce
or joke, their Majesties well knowing that they
are duping one another. Happily, no such charge
can be made against that model tie of friendship,
the Franco-Russian alliance, with all its
aquils, catenines, wheels, and Bengal-lights.
Only France is sincere—till blown up by a
Jusadoo cartridge.

There are more signs of decided action on the
Chinese question. France is rubbing her eyes
since Germany, Britain, and Japan—the Faith,
Hope, and Charity of the imbroglio—have at
last decided to act in common, as if allied.
They have thus electrified any fragments of
Government in China by their objection to any
power receiving any portion of the Chinese
Empire, and naming Manchuria as a case in
point. That is securing the open door at once.
The Celestial Government ceded no territory;
one of her generals was tricked by the Muscovite
into making a bogus treaty, but the three allies
say it is not worth the paper it is written upon.
That is business at last.
M. Droulede is passing his exile at St.
Sebastian very actively; he is telling all whom
it may concern how the revolution he planned
two years ago to seize the Government was
"blown upon." One of his most confidential
friends was in the pay of the police, and at the
twelfth hour, just as late President Faure's
funeral set out, the military arrangements—the
army was under arms for the day—were sud-
denly changed. It is alleged that the Duc d'Orleans
set fire to the damp squib. He is much too
careful of his skin to do anything daring.
Droulede was not in the changed swim; he
acted his part, and fell into the trap, ending in
his being exiled. His absence is not a loss for
France; but he is a Mother Cary's chicken,
always requiring to be well watched. Pres-
ident Loubet and his Premier are up to all
threats and craft of those who want to upset

NOT BEYOND HOPE.

Those who have suffered year after year with
Rheumatism will be glad to hear of a remedy
that has proved an absolute specific. There are
no conditions of Rheumatism, no matter how
severe nor from what cause, that cannot
immediately be relieved and permanently cured
by Little's Oriental Balm. People who have
tried Little's Oriental Balm faithfully and patient-
ly and you will soon rejoice at the return of your
precious health. Many a person was cured
through Little's Oriental Balm by the use of a
single bottle, others have used from 3 to 6 bottles
to obtain the same result. In only very rare and
exceptionally obstinate cases were more than 6
bottles necessary. Sold at 1s. 1d. per bottle.
Agents for Hongkong—THE VICTORIA
DISPENSARY, LTD. [217-3]

the Constitution; they take all necessary pre-
cautions when going out to supper to provide
themselves with long spoons.

France is actually honeycombed with strikes.
How so many manage to exist at once is a
mystery. "The Lady-Tailors and Dress-
makers" are still out in the cold; the 40,000
firms that have all the work are more than
ever resolved to continue the lock-out, so long
as their hands demand higher wages and shorter
hours. When the strike terminates every
firm is free to arrange with its employees the
rate of wages it pleases, as well as the number of
hours to work. Then the hands will be wel-
comed by the employers to discuss in the
individual workshops any ameliorations pos-
sible. Marseilles is in a state of insurrection;
a general strike exists in the Liverpool
of France; ships cannot leave nor can their
cargoes be discharged; foreign mail boats threat-
en to call and depart from Genoa. The mines
seem to be all on fire. These commotions com-
mence to tell on France.

Prince Henri d'Orleans is the "fog" of his
cousin, the Duc d'Orleans, who has the British
Empire and France closed against him, so is
obliged to pass his hours of exile in Sicily,
or on board his yacht. Prince Henri is famous
in contemporary history for kissing that ac-
complished scoundrel, Esterhazy, as the model
soldier in the French army, for his noble
conduct in the Dreyfus affair. He is the
leader of the Anglophobists in France, and
over foremost in belittling England—who
laughs at him. Yet when he was prisoner in
Thibet when travelling some years ago, he
was delivered through the influence of the
Viceroy of India. As Emperor Munkit does
not want any more of his Nile intrigues against
England, he is now going to do China and
Cora. It is to be hoped the Anglo-Saxon will
not allow himself to be deceived by that "slim"
Orléanist; once bitten twice shy. Betting on
horses was thought to be his favourite occu-
pation of late. His father is the Duc de Chartres.
The statue "La Parisienne," which formed
the centre of the monumental entrance to the
Exhibition Building, was of course taken down
by the demolisher. The coquette was stored
among rubbish in the contractor's yard. So
were the two other statues—Gog and Magog—
classically called "Day and Night." The
Gullie cock six feet high that constitutes
the figure head of the boat of Latouche, escaped
all damage. The "lot" has been knocked down
to an enthusiast of Budapest, and the art relics
now adorn his park and grounds. A Royalist,
or rather a Bonapartist, purchased all the stones
of the Tuileries Gardens are now fully lit up
by electricity—so lovers can sit out late in the
Petite Provence for the future.

Accidents are very curious in France, due to
heating rooms, by allowing the metal chimneys
of stoves to pass through them. The chimneys
when heated give out that most deleterious
gas, carbonic oxide. At Naisy-le-Sec exists an
asylum for old people. When the nun knocked
at the dormitory door to know why nine sleepers
were still in bed, she received no answer. Call-
ing for aid, the whole of them were found dead
from the gas.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I., A.B.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 525 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 513 "
Width of Entrance on Bottom... 69 "
Water on Blocks at Spring Tide 261 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [1618]
AMERICAN SYSTEM
OF
DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [759]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897. [372]

S. IEN TING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [763]

NOTICE.

THE OFFICES of the Undersigned will be
REMOVED to the P. & O. Buildings,
Des Vexus Road Central, on the 1st
April.
GODDARD & DOUGLAS.
Hongkong, 25th March, 1901. [845]

NOW READY.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the place, their History, Topography, &c., &c.
The information in these Descriptions, consisting of a hundred interesting articles, packed
with facts, concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(B. HOUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE. [77]

ROBINSON PIANO
CO., LIMITED.

Best Value in
PIANOS.
Monthly Payment System.
Our Speciality.

TUNING.
REPAIRS.INSTRUMENTS.
STRINGS.

MUSIC.

Grand Stock reduced to Clear for Summer.
Hongkong, 14th March, 1901. [496]

NOW READY.

Everyone should Read
FROM
PORTSMOUTH
TO
PEKING
VIA
LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.
CONTENTS:—
From England to the Cape, and Crossing the
Line—The Naval Brigade in South Africa
(Boer War, 1890-1900)—Off to the Front
(Colono)—Spion Kop—Vaal Krans—
Final Operations and Relief of Ladysmith
—From the Cape to China—Naval Brigade
in North China with the Allied Forces—
The Relief of Peking—Summary of
Siege—Appendix.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
and SAILORS' HOME, ROYAL
NAVAL CANTEN.

Price 81 per Copy Paper Covers; £150 in
Boards.
Hongkong, 18th March, 1901. [782]

FOR SALE.

RUEAL BUILDING LOT 103, BARKER
ROAD.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.
Hongkong, 3rd January, 1901.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT and are prepared
to furnish Prices for STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.)
Prices quoted Loh. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [125]

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT. SILVER LOAN
OF 1896, E.

29th HALF-YEARLY DRAWING.
INTEREST due and DRAWN BONDS of
this LOAN will be PAYABLE at the
Office of the Corporation on or after the 30th
March, 1901.
Lists of Drawn Bonds can be obtained on
application to the Undersigned.
For the HONGKONG and SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 30th March, 1901. [896]

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
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BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 30th March, 1901. [896]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	STENTOR	Brit. str.	—	G. M. Montford, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	BOMBAY	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 6th inst.
LONDON, &c., via PORT OF CALL	CHUSAN	Brit. str.	—	—	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON	LODOWICZ	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	AXA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
BREMEN, via PORT OF CALL	STUTTGART	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 3rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 5th inst. at Daylight.
MARSEILLES, &c., via PORT OF CALL	ERNEST SIMONS	Frud. str.	—	Durando	MESSAGERIES MARITIMES	On 8th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
MARSEILLES, HAVRE, CHAGNER, & BALTIC PORTS	MANCHURIA	Ger. str.	—	Schoening	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	r. Blinzer	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On 3rd inst. at 5 P.M.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Knap	CARLOWITZ & CO.	On or about 15th inst.
NEW YORK via PORT & SUEZ CANAL	GYMERIC	Brit. str.	—	E. Archibald, R.N.R.	DODWELL & CO. LIMITED	On or about 3rd inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	W. Frakes	CANADIAN PACIFIC RAILWAY CO.	On 3rd inst.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	GLYNOLLE	Brit. str.	—	G. D. Bowles, R.N.R.	DODWELL & CO. LIMITED	On 3rd inst.
VICTORIA & VANCOUVER, B.C., v. INLAND SEA, &c.	TANTAR	Jap. str.	—	M. J. Currow	CANADIAN PACIFIC RAILWAY CO.	On or about 10th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	TOYO KISEN KAISHA	Brit. str.	—	—	O. & S. S. N. Co.	On 13th inst. at 4 P.M.
SAN FRANCISCO via AMOY, &c.	CITY OF PEKING	Brit. str.	—	—	TOYO KISEN KAISHA	On 13th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	BERGAMUS	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 23rd inst. at Noon.
SAN DIEGO, &c., via MOJI, &c.	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 30th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 9th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI, YOKOHAMA & KOBE	SAKURA	Ger. str.	—	Jager	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI	ELATA NOKACK	Ger. str.	—	Brühl	EAST ASIATIC TRADING CO., LD.	To-day, at 4 P.M.
SHANGHAI	FLANDRIA	Ger. str.	—	Lehmann	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI	CORDOMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI	PRINCESS IRENE	Ger. str.	—	P. Wettin	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 10th inst. at Daylight.
FOOCHOW via SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Sadzaki	MITSUBI BUSSAN KAISHA	On 3rd inst. at Daylight.
SWATOW, AMOY & TAIWAN	MAIZURU MARU	Jap. str.	—	K. Solajima	MITSUBI BUSSAN KAISHA	On 7th inst.
TAMSUI via SWATOW & AMOY	DIAMANTE	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA via AMOY	TAIYUAN	Brit. str.	—	Matovich	SANDER WIELER & CO.	On 9th inst.
SINGAPORE & BOMBAY	MELPOMENE	Aus. str.	—	—	—	To-morrow, P.M.

SHIPPING.

ARRIVALS.

Mar. 30, ZAVIRO, U.S. despatch boat, 475, L. Cotton, Manila 27th March.

Mar. 30, LOUISE J. KENNY, American schr. 155, A. H. Olson, Panama, Caroline Islands 11th March, Copra, MASTER.

Mar. 30, SAXONIA, German str., 3,226, T. Jager, Singapore 24th March, General, SIEMSEN & CO.

Mar. 30, LYEMOON, German str., 1,238, G. Heuermann, Shanghai 27th March, General, EAST ASIATIC TRADING CO.

Mar. 30, EBANO, British str., 1,127, E. J. Todd, Wanchow and Chinkiang 25th March, General, JARDINE, MATHESON & CO.

Mar. 30, CHOWFA, German steamer, 1,055, T. Williamson, Bangkok 21st March, General, BUTTERFIELD & SWIRE.

Mar. 30, CLAVERING, British str., 2,255, J. Barker, from Port Natal, DODWELL & CO., LTD.

Mar. 30, ELISA, German str., 1,702, Schonwandt, Hongkong 27th March, Coal, JENSEN & CO.

Mar. 30, KONG BENG, German str., 862, Constantin Fuchs, Bangkok 21st March, Rice, BUTTERFIELD & SWIRE.

Mar. 30, LOCHSANG, British str., 1,082, G. S. Weigall, Manila 28th March, Sugar, JARDINE, MATHESON & CO.

Mar. 30, MACKENZIE, German steamer, 1,651, J. E. Farrell, Bangkok 23rd March, Rice and Teakwood, MELCHERS & CO.

Mar. 31, DIAMANTE, British str., 1,254, A. Ramsay, Manila 26th March, Sugar and Hemp, SHERMAN, TOMES & CO.

Mar. 31, HAICHING, British str., 1,287, T. P. Hall, Foochow 28th March, Amoy 29th and Swatow 30th, General, DODWELL & CO.

Mar. 31, SALADJI, Dutch str., 1,201, Hark, Langkat 15th March, Oil, MEYER & CO.

Mar. 31, STENTOR, British str., 4,308, Chas. Jackson, Shanghai 28th March, General, BUTTERFIELD & SWIRE.

Mar. 31, TAIHAN, British steamer, 1,122, E. Wetherell, Saigon 26th March, General, BRADLEY & CO.

Mar. 31, WOOSUNG, British str., 1,109, Downson, Shanghai 27th March, General, BUTTERFIELD & SWIRE.

Mar. 31, LUZON, American 4-m. schooner, 512, Anderson, Port Townsend 25th March, General, CHINESE.

CLEANANCES.

AT THE HARBOR MASTER'S OFFICE, 30th MARCH.

Rajaburi, German str., for Swatow.

Clara, German str., for Hoikow.

Ela, German str., for Canton.

Niella, British 4-m. bark, for Astoria.

Saxonia, German str., for Shanghai.

Quarta, German str., for Amoy.

Duffin Maru, Japanese str., for Swatow.

Flindria, German str., for Shanghai.

Freiburg, German str., for Singapore.

Chinkiang, British str., for Shanghai.

Thales, British str., for Swatow.

Evang, British str., for Canton.

DEPARTURES.

Mar. 29, KAPORE, British str., for Cebu.

Mar. 30, POMPEY, Amr. str., for Manila.

Mar. 30, PLASSY, British str., for Europe.

Mar. 30, M. JENSEN, Ger. str., for Haiphong.

Mar. 30, HESLER, Ho, Ger. str., for Chinkiang.

Mar. 30, TAILER, German str., for Swatow.

Mar. 30, FUSHUN, British str., for Canton.

Mar. 30, BENCLUTIA, British str., for Shanghai.

Mar. 30, WINGSON, British str., for Swatow.

Mar. 30, KYOTO MARU, Jap. str., for Saigon.

Mar. 30, THALES, British str., for Swatow.

Mar. 30, CHINKIANG, German str., for Shanghai.

Mar. 30, FLANDRIA, German str., for Hamburg.

Mar. 30, ZAVIRO, British str., for Canton.

Mar. 31, SOBBAON, British str., for Shanghai.

Mar. 31, DALIN MARU, Jap. str., for Swatow.

Mar. 31, RAJABURI, German str., for Bangkok.

Mar. 31, CLARA, German str., for Hoikow.

Mar. 31, ELISA, German str., for Canton.

Mar. 31, LYEMOON, German str., for Canton.

Mar. 31, QUARTA, German str., for Amoy.

VESSELS IN DOCK.

ABERDEEN DOCK—Pearth.

KWLOON DOCK—U.S.S. Iola de Lezon, U.S.S. Benington, U.S.S. Yorktown, S.M.S. Hartha, U.S.S. Newark, S.M.S. Jugur, Hanot, U.S.S. Lung Ting, Hongkong.

COSSWOLD DOCK—U.S.S. Concord, Comies, Miles, Perin, Petrarch, Glenlogie.

SHIPPING REPORTS.

The German steamer Kung Beng, from Bangkok 21st March, had fine weather, light sea and N.E. wind during the voyage.

The British steamer Diamante, from Manila 29th March, had light to strong N.W. and W. wind, smooth sea and cloudy weather.

The British steamer Stentor, from Shanghai 28th March, had light variable winds and fog to Sleep Island; thence fresh N.E. monsoon to port.

The British steamer Haiching, from Foochow 28th March, Amoy 29th and Swatow 30th, had fresh northerly winds, moderate sea and hazy weather to Amoy. From Amoy to Swatow strong N.E. wind, high sea and dull, cloudy weather. From Swatow to port fresh easterly winds, moderate sea and fine, clear weather.

Vessels in Foochow—Russian str. Mandjour, In Amoy—French str. Decartes, Russian g-lt. Zujaka, Japanese str. Takou, str. Neichung, Sabine Rickmers, Nungang, Prosper and Amigo. In Swatow—S.M.S. Seidler, str. Teitan, Kikineg, Shanti, Tuisang and Dogmar.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship "FLANDRIA," Captain Lehmann, will be despatched for the above port TO-DAY, the 1st April, at 4 P.M. This steamer has superior accommodation for First and Second Class Passengers.

FOR FREIGHT OR PASSAGE, apply to SIEMSEN & CO., Hongkong, 28th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"MELPOMENE," Captain Matovich, will be despatched as above TO-MORROW, the 2nd of April, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 30th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th April, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durando, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 5 P.M. on the 7th April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 11th April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
GLENOLLE	3,750	W. Frakes	April 8
CLAVERING	3,328	J. R. Rae	April 12
OLYMPIA	2,837	J. Truebridge	April 20
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32. Excellent accommodation. First-class Table. Doctor and STEWARDERS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35. The best route to the KLODYRE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 26th March, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE, BREMEN & HAMBURG	About 2nd Freight.
Capt. B. Biner	(London with transshipment in Hamburg)	April.
* SAVOIA	HAYRE & HAMBURG	5 P.M., 3rd Freight and Passage.
Capt. Behrens	(London with transshipment in Hamburg)	April.
BAMBERG	HAYRE & HAMBURG	About 8th Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	April.
* SIBERIA	HAYRE & HAMBURG	About 15th Freight and Passage.
Capt. Knip	(London with transshipment in Hamburg)	April.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th March, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	BOMBAY	About 6th	Freight or Passage.
LONDON, &c.	G. M. Montford, R.N.R.	April.	
CHUSAN	—	Noon, 13th	See Special Advertisement.
SHANGHAI	C. L. Daniel	April	
MARSEILLES AND	COROMANDEL	About 13th	Freight or Passage.
LONDON	F. W. Vibert, R.N.R.	April	
	CANDIA	About 20th	Freight only.
	A. W. Symes, R.N.R.	April.	

PASSENGER SEASON, 1901.

a.s. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON Direct

g.s. SOBBAON ... 7,382 tons ... April 27th ... Without Transshipment.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th March, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R., WEDNESDAY, 3rd April, 1901.

"EMPEROR OF INDIA," Comdr. P. Marshall, R.N.R., WEDNESDAY, 24th April, 1901.

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 15th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and ABOUT THE WORLD. Return tickets at various points at reduced rates; Good for 4, 8, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peking's Street.

Hongkong, 14th March, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
STUTTGART	...	WEDNESDAY 3rd April
* KONIG ALBERT	...	WEDNESDAY 17th April
PRINZESS IRENE	...	WEDNESDAY 1st May
PRINZ HEINRICH	...	WEDNESDAY 15th May
PREUSSEN	...	WEDNESDAY 29th May
HAMBURG (Hamburg-Amerika Linie)	...	THURSDAY 13th June
SACHSEN	...	THURSDAY 27th June
KIAUSCHOU (Hamburg-Amerika Linie)	...	THURSDAY 11th July
BAYERN	...	THURSDAY 25th July
STUTTGART	...	THURSDAY 8th August
* KONIG ALBERT	...	THURSDAY 22nd August
PRINZESS IRENE	...	THURSDAY 5th September
PRINZ HEINRICH	...	THURSDAY 19th September
PREUSSEN	...	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	...	WEDNESDAY 16th October
SACHSEN	...	WEDNESDAY 30th October
KIAUSCHOU (Hamburg-Amerika Linie)	...	WEDNESDAY 13th November
BAYERN	...	WEDNESDAY 27th November

* Calling at Amsterdam.

ON WEDNESDAY, the 3rd day of April, 1901, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd April, and Parcels will be received at the Agency's Office until Noon on TUES

VESSELS ON THE BERTH. OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ANTENOR"	On 2nd April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 23rd April.
LONDON	"ATAK"	On 30th April.
LIVERPOOL, DIRECT.	"TANTALUS"	On 15th April.
(Taking Cargo at London Rates).		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 29th March, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 29th March, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE "CEUSAN"

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 13th April, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 1st April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Apr. 13, 1901, at Noon.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, May 7, 1901, at Noon.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, June 1, 1901, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. The Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIOBA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE "AUSTRALIAN"

Captain P. T. Holmes, will be despatched for the above ports on THURSDAY, the 11th of April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th March, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, April 23, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, May 16, 1901, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 11, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd April, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS. The Company's Steamship

"MANCHURIA," Captain Schoening, will be despatched as above about the end of April, a.c.

This Steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amply adapted for the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 29th March, 1901.

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BERGENHUS" On or about 30th April

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 30th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st April, 1901.

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NOTICES TO CONSIGNEES

FROM HAMBURG, PEKANG AND SINGAPORE.

THE N.G.L. Steamship

"KONIGSBERG" Captain Christensen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 26th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 P.M.

No Fire Insurance will be effected.

SIEMSEN & CO., Agents.

Hongkong, 26th March, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LIMITED, Agents.

Hongkong, 26th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOBRON" FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This Vessel brings on Cargo:— From London, ex s.s. "Victoria." From Australia, ex s.s. "Arcadia." From Persian Gulf, ex s.s. "Asiatic" and "Kilwa."

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 29th March, 1901.

NOTICE TO CONSIGNEES

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Otago," in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-DAY, the 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st April, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th March, 1901.

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS

in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Club, or of Booksellers, Hongkong, 6th December, 1900. [3081]

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The Booksellers or Daily Press Office, Hongkong, 27th January 1891. [5]

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